

To-day's
Advertisements.

THEATRE ROYAL.

THIS EVENING,
(TUESDAY),
8th JANUARY, 1901.GRAND GLOVE
CONTEST,OF
TWENTY ROUNDS
under
TWO MINUTES EACH,
under
MARQUIS OF QUEENSBERRY RULES,
will take place betweenJOE RILEY, OF U.S.A.,
CHAMPION OF HONGKONG,
AND
ROGER MUSTOE
OFH.M.S. "BARFLEUR,"
HEAVY-WEIGHT CHAMPION
OF THEARMY AND NAVY,
FOR THE
CHAMPIONSHIP
OF THE

FAR EAST

AND A

PURSE OF \$500.

Under the Distinguished Patronage of
H.E. Major-General GASCOIGNE, C.M.G.,
Commanding the Troops in China,
Rear-Admiral A. T. BRUCE, R.N.,
Commodore POWELL, C.B., R.N., and Officers
of the Navy and Garrison.

Under the Management of Mr. J. H. DOWNS.

There will also be Four Preliminary Fights
of Four Rounds each, for details of which see
Hand Bills.
By kind Permission of the Officers of H.M.S.
Barfleur, the Band of that ship will be in
attendance.

Doors Open at 9 P.M.

Hongkong, 8th January, 1901. [15c]

SHEWAN, TOMES & CO'S
"NEW YORK" LINE.FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"DEVONSHIRE,"

Captain Coull, will be despatched for the above
Port, on FRIDAY, the 11th instant.
For Freight, apply toSHEWAN, TOMES & Co.
Agents.

Hongkong, 8th January, 1901. [1307b]

CHINA NAVIGATION COMPANY,
LIMITED.FOR NAGASAKI, KOBE & YOKOHAMA.
THE Company's Steamship

"REVENUE,"

will be despatched as above on FRIDAY,
the 11th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th January, 1901. [32c]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

Captain Pennefather, will be despatched as above
on SATURDAY, the 12th instant.The attention of Passengers is directed to the
Superior Accommodation offered by this
twin screw Steamer.A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th January, 1901. [40c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after NOON, the 11th instant, will be
landed at Consignees' risk and expense into
Godowns at their Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th January, 1901. [39c]

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLESat 16, Queen's Road Central,
(R. HOUGHTON & Co.).

(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses, specially adapted in youth to those
requiring them save and preserve the sight.Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [1453b]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
St. ESTEPHE, Red Capsule...	\$ 6.50	\$ 7.50
C St. JULIEN, Red Capsule...	9.00	9.60
D La ROSE, Red Capsule...	12.96	13.92
CHATEAU HAUT BRION LAR-		
RIVET	18.60	19.20
CHATEAU MOUTAN D'ARMAIL-		
HACQ	21.00	22.20
CHATEAU PONTET CARNET...	25.00	—
CHATEAU LA TOUR CARNET...	30.00	—
CHATEAU RAUZAN...	42.00	—
CHATEAU LAFITE...	48.00	—

These CLARETS are bought direct
from the leading French growers.
The lowest priced are of exceptional
value and guaranteed to be the
genuine product of the juice of the
grape, and are not artificially made
as is generally the case with cheap
Wines.CHATEAU LA TOUR CARNET, CHA-
TEAU RAUZAN and CHATEAU LAFITE
are commended to the notice of Con-
noisseurs as high-class after-dinner
Wines of a rich and rare character.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We guarantee our Wines and Spirits
to be genuine only when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & CO. LIMITED.

BIRTHS.

On the 30th December, at Rushmore, Chelsoe,
the wife of Mr. A. ERNEST GREENING, Eng-
lish Baptist Mission, Shanghai, of a daughter.On the 31st December, at Shanghai, the wife
of T. E. DUNS, of a daughter.On the 1st December, at her residence, 1,
West End Lane, Shanghai, the wife of FRANK
GRAY, of a daughter.At Nanyang College, Siewai Road, Shang-
hai, on New Year's Day, the wife of JOHN C.
FERGUSON, of a son.On the 1st January, at 8, Quinsan Road,
Shanghai, the wife of C. W. DE BERIGNY, J. M.
Customs, of a daughter.At Shanghai, on the 2nd January, the wife of
PAUL O'BRIEN TWIGG, of a daughter.

DEATHS.

On the 20th November, at Melbourne, Aus-
tralia, of insomnia, THOMAS, the dearly beloved
husband of Elizabeth A. Blaney, late of Singa-
pore and Punjoo, Mine Manager, aged 58
years.On the 24th November, at Mainz (Germany),
RICHARD GRENZ, late of Wuchang.At Cantonment, Singapore, on the 31st
December, THOMAS D'CRUZ, late Senior
Boarding Officer, Aged 60.On the 3rd January, at the General Hospital,
Shanghai, WILLIAM RUMBOLD, aged 36 years.On the 3rd January, at the General Hospital,
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Shanghai, WILLIAM RUMBOLD, aged 36 years.can best bring about by an unqualified
acceptance of the demands of the Powers.We trust that the representatives of the allied
nations will take no notice of these equivoca-
tions, but will insist upon their demands
being complied with to the uttermost letter.
There can be no discussion with China, or
should not be, for by this time the Powers
should have learned that discussion only
spells delay and vexation. Unless the
Powers stand firm, the Chinese will manage
to wriggle out of their obligations in some
way or other, and the whole ground will have
to be gone over again.

Highway Robbery.

Two highway robberies within a month,
resulting in the loss of about a thousand
dollars and the murder of a man, are de-
cidedly unpleasant occurrences, particularly
as, in both instances, the culprits have so far
escaped with their booty. Both robberies
seem to have been similar in character, and
lead one to the supposition that they are the
work of the same gang. It is also evident
that the perpetrators of both outrages must
have gone to considerable trouble in plan-
ning their coups, and must have been in pos-
session of accurate information as to the
time at which money was to be despatched
and how, and by whom, it was carried.It is not surprising that we have such oc-
currences in the Colony at the present time,
for the whole of the Two Kwangs is but a
hotbed of pirates, robbers and brigands, and
it is hardly to be expected that these
undesirable characters will refrain from
making a bid for fortune now and again
within British jurisdiction. This being the
case, it is evidently necessary that in-
creased vigilance be exercised by the Police,
and that the public take all reasonable
precautions to guard against loss when
moving large sums of money. It is hardly
likely that the highwaymen will attempt
another coup just at present; they will
require time to divide the spoil and to
arrange another robbery. We would, there-
fore, warn all those who are in the habit
of carrying money to the outlying dis-
tricts not to be lulled into a false sense of
security. So long as robberies are rife around
Canton, so long may we expect them to be
attempted here.At the same time we trust that the Police
will spare no efforts to bring the offenders to
justice. To have a gang of highwaymen at
large in the Colony is anything but pleasant,
and does away at once with that comfortable
sense of security which is invariably the
accompaniment of British rule.

Army Reform.

Lord ROBERTS has now taken up his post
as chief at the War Office, and we may
really hope for some reform in the army,
before the enthusiasm of the country in that
connection has evaporated. Evidently the
changes will have to begin with the officers,
who, at present, seem to regard their pro-
fession, as soon as they are fairly past their
examinations, as existing expressly for the
purpose of giving them a good time. We
should like to know, for instance, how
much work the lower ranks of commissioned
officers put in during an average day? Would
an ordinary business man, or man of
any other profession be considered efficient
or reliable if he worked about the same time
per day?It has been suggested that officers should
be men promoted from the ranks, as a rule,
not the exception, and there appears to be
nothing absurd to us in the proposal, at all
events for the lower commissions. It has
been stated, as an objection to this, that
the men would not respect their officer in
that case, as they would if he were a
gentleman by birth. Are they likely to have
more confidence in a man who, as likely as
not, does not thoroughly know his own trade,
who spends three-quarters or seven-eighths of
his time at play, who is hardly ever refused
long periods of "leave" or in a man who
has been through the mill like themselves?We think it likely enough that this change
will be effected, unless officers are willing to
do away with their luxurious messes, ser-
vants for this and servants for that, uniforms
for one occasion and another, keeping polo
crack (?) regiments too expensive a luxury
for many really capable men with more
brains than money. We imagine that Lord
ROBERTS will at any rate curtail some of
these abuses.

REUTER'S TELEGRAMS.

THE NEWFOUNDLAND
AGREEMENT.

LONDON, January 6th.

The statement of the *Daily Chronicle* re-
garding an agreement between France and
Great Britain re Newfoundland and Gambia
is not true.

AUSTRALIA AND SOUTH AFRICA.

Thousands are volunteering in Australia
and New Zealand for service in South Africa.

THE INVASION OF CAPE COLONY.

INVADERS WELL MOUNTED.

CAPE DUTCH JOINING THE

INVADERS.

IMPORTANT ANNOUNCEMENT

EXPECTED.

The City guard forming at Capetown
releases 4,000 regulars. The first draft of
mounted Volunteers has left Capetown for
Piquetberg Road to guard the Northward
approaches to Capetown. But little is heard
of the movements of the invaders, as the
censorship is very strict. It is only known
that they are lightly equipped and well
mounted, with a number of pack horses and
no guns. Numbers of the Cape Dutch are
moving surreptitiously northward to join the
Western invaders.A Cabinet Council has been summoned
at Capetown, and an important announce-
ment is expected.TELEGRAPHIC COMMUNICATION
WITH THE NORTH.Mr. F. von der Herten, manager of the
Telegraph Cops, informs us that, owing to
the interruption of the Poochow-Shanghai
cable, there will be considerable delay on Tele-
grams to and from North China and Japan.

WEATHER REPORT.

The Observatory report says:—
On the 8th at 11.55 a.m. barometric changes
are slight. Pressure remains high over N. China
with slight to moderate gradients and fresh
monsoon on the coast, and in the N. part of the
China Sea. Forecast:—Fresh or moderate N.E.
winds; some drizzling rain.

LOCAL AND GENERAL.

H.M.S. *Brisk* arrived from Manila to-day.The German cruiser *Kaiserin Augusta* sailed
this morning for Amoy.The English mail of the 8th December was
delivered in London on the 5th inst.A SHARP earthquake shock is reported to have
occurred at Yokohama on Christmas Day,
about 2 p.m.The King of Siam has issued a decree pro-
hibiting the exportation of arms from his king-
dom to China or Hongkong.The Dallas Comedy Co. opened at Singapore
on the 1st inst. and may be expected to arrive
in Hongkong a few weeks hence.It is reported that Mr. Berkhysen will take
over the business of Messrs. W. Mansfield &
Co., in Peking, early next year.Sir Noel Walker, who has now held the post of
Colonial Secretary in Ceylon for the last thirteen
years, has sent in his papers of retirement.We have received a very neat little date book
from the State Fire Insurance Co., Ltd., of
Liverpool, which makes a most welcome
adjunct to the office table.On the 20th ult. two cases and three deaths
from cholera were reported in Singapore, and
on the 30th three cases and two deaths. The
totals to date were 236 cases and 209 deaths.M. LOCKROY a prominent French politician,
has complained of the inadequacy of the
French naval programme, saying that France
possessed "a political and electoral, but not a
national, fleet."H. SMITH, book-keeper to Messrs. Hartwig
& Co., of Singapore, has been committed for
trial on a charge of misappropriation of prop-
erty. Bail in \$2,000 was allowed by Mr.
Sarwar, the presiding magistrate.We would remind our readers of the Boxing
Contest at the City Hall this evening. So far,
nearly every man we have run across has stated
his intention of attending, so it will be as well
to turn up early in order to avoid the crush.HER Majesty the Queen has been very success-
ful at the National Show of the Birmingham
Dog Show Society, which is being held in
Birmingham. Her Majesty has won three
challenge cups, three special prizes, five first
prizes, and one second prize.H.M.S. *Bonaventure* left Shanghai for Shan-
hai on the 3rd instant and H.M.S. *Wal-*
lace left at the same time for Nagasaki, where
she was to go to dock. H.M.S. *Astron*
arrived at Wuchang on the 2nd instant and
proceeded up the river next day.A JAPAN paper says:—A strange story comes
from Tainanfu, Formosa, to the effect that a
part of the Garrison stationed there has re-
volted. "The men attacked the officers, wound-
ing one officer seriously. Bad feeling has
existed between the men and the officers for
some time past."THERE was a parade of the British troops at
Shanghai before Major General Creagh, V.C.,
the following units taking part: 1st Dr. Maxims
Section R.A., 3rd Q.O. Bombay Lt. Cavalry,
Madras Sappers, and 2nd Q.O. Rajput L.I.; 14th
Sikhs, 3rd Baluchis, 1st Bn. 14th Ghoorka
Rifles and the Shanghai Volunteer Corps.THE members of the Shanghai Race Club held
a meeting on Monday last to discuss the pro-
spects of procuring either Chinese ponies or
Australian horses for the forthcoming Spring
Meeting. The result was a decision that
horses should take the place of the subscrip-
tion griffins. A certain number of Chinese pony
griffins are expected to arrive, and there will
of course be races for these.At a scratch football match yesterday after-
noon at the Happy Valley between the H.K.
F.C. and a team from the R.A. from which the
Club emerged victorious by two goals to one;
Kew, the clever half back, was unfortunate
enough to sustain a fractured ankle. He was
conveyed to the Naval Hospital to be attended
to, and from there was sent home. It is to be
hoped that his injury will soon be righted.CONSUL-General Dr. Knappe, on Saturday
week introduced the new German Consul at
Nanking, Herr von Oertzen, to the Viceroy
Liu Kun-yi, and at the same time presented
the official Chinese text of the note contain-
ing the peace conditions to His Excellency.
Consul-General Warren, who also went to
Nanking, was received by the Viceroy on
Monday week; his intention also being to
present the Chinese text of the note.—N. C. D.
News.NOW that a mechanical penny-in-the-slot boot-
black has been invented, there is some hope
that a lady may have her shoes cleaned out of
doors without attracting attention to herself.
Says the *Lady's Pictorial*: If the plan succeeds,
the automatic bootblack should become a fix-
ture, like the bath, in every house. This would
help somewhat to lighten the duties of domes-
tics, and anything that can reasonably be done
to this end ought to be warmly welcomed. The
"dumb waiter," which is indispensable in every
American house, ought long ago to have been
established here.The *Nagasaki Press* of the 1st inst. says:—
We learn that another Japanese paper will
shortly appear at this port, under the title of
the *Shinichi Shinbun*. The new paper will
be pro-foreign in tendency and will aim at
bringing foreigners and Japanese in closer
touch with each other. A paper with this
worthy object in view deservedly merits success,
which our new contemporary will undoubtedly
achieve, in spite of the existence of three other
vernacular journals.THE highway robbery which we reported last
night as having occurred on Saturday, has very
much in common with the other robbery which
took place lately on the New Road to Sha-
tin. When reporting that case, we suggested that
people carrying large sums of money for the
purpose of paying coolies at work at a certain
place, should carry revolvers, as persons in-
terested can soon obtain information as to the
movements of people who are in the habit of
constantly visiting a place on pay-day.So long as Jack ashore can get a bicycle he
doesn't seem to trouble much as to the class or
description of the machine. Anything with
wheels and a saddle suits him. The other day
we noticed a gallant far trying to mount a lady's
machine. The absence of a rear step seemed to
be somewhat disconcert him, however, and, like
the White Knight, he no sooner got up on one
side than he fell off on the other. After several
fruitless attempts to get under way, he was care-
fully placed in the saddle by a couple of admir-
ing friends and proceeded on a wobbling course
down Queen's Road. Whether or no he ever
managed to dismount again we do not know.A Peking telegram to the *O. Lloyd*, of 31st
ultimo, says:—A preliminary treaty of peace
between the Allied Powers and China has been
signed. The murderer of Baron Ketteler, who
was arrested some weeks ago and delivered
for trial to the military authorities, was be-
headed to-day on the same spot where he fired
the fatal shot. The Railway between Peking
and Yangtsun has been handed over to the
Germans. All the other railways in the pro-
vince of Chihli are in the hands of the Russians.
The rumors that other arrangements have
been made are not confirmed. Nothing is
known here as to the future of Manchuria, as
it is not mentioned in the note which was pre-
sented to the Peace Commissioners.We required a Map of the New Territory, and
therefore sent to the Public Works Dept. for
the same, enclosing \$5, the price of the said
map, which has printed on it "Map of Hong-
kong and territory leased to Great Britain," etc.
We gave the title, but the P.W.D. wrote back
to ask if we wanted that one, the price of which
would be \$5, or Hongkong, price \$50. They
also said they were not a collecting office, but
would forward us a form authorising the Treas-
ury Office to accept the \$5. We wrote to the
P.W.D. for the form on Saturday about 11 a.m.,
and it about 3 p.m. on Monday, sent to the
Treasury who received the \$5, and sent back
the receipted form about 5 p.m.; Government
Offices close at 4 p.m., so sent form on Tues-
day morning to P.W.D., who obligingly sent
the map. We are afraid now, that the map
will be out of date.THE *Kokumin Shinbun* in the course of an
article on the fifteenth session of the Imperial
Diet says:—Then again the session is opened
when we have serious and difficult questions of
diplomacy pending about the North China
affairs. Fortunately the position of our country
in the eyes of nations has recently been greatly
elevated and we are now considered by many
of them as their equal indeed. Keen attention
will therefore be directed to the workings of
our Government. The Diet is a direct reflector
of the national character. We hope the mem-
bers of the Diet will so conduct their business
as to do credit to our nation. The duty devolves
upon us to demonstrate that we can utilize the
representative system of Government to our
benefit, and

AT THE MAGISTRACY.

THE CASE AGAINST H. F. CARMICHAEL.

The Charges Dismissed.

We had not time to publish the full case against H. F. Carmichael yesterday, but could just add to the report that the defendant had been discharged.

During the conclusion of Mr. Pollock's summing up, Mr. Playfair returned and he was put into the witness box. He produced copy of an extract from the security of deposits ledger. He said that Mr. Carmichael had deposited shares in 1891 and then again in 1900. There was no other deposit in the defendant's name.

Mr. Pollock then further addressed His Worship, and in conclusion said that the case ought to be laid before a jury for them to say as commercial men and men of business whether there was intent to defraud on the part of the defendant or not.

Mr. Slade, in his address for the defence, said they had heard a great many reasons advanced by Mr. Pollock in his most strenuous endeavour to persuade His Worship to send Mr. Carmichael for trial before a jury, and thus gratify the poisonous spite of the man Hurley. It was perfectly obvious how this prosecution had originated and how it had been carried out—it was simply owing to the spite of Hurley. Hurley swore the information, but he had not the courage to go into the witness-box, and he had Mr. Carmichael arrested on the very day when the meeting was to have been held at which Mr. Hurley did not want Mr. Carmichael to be present. That was why and how this prosecution started, and one could well see why Mr. Hurley was so anxious that His Worship should commit the case for trial, because he knew perfectly well the exceedingly uncomfortable consequences which he would have to suffer if the case were not sent for trial.

There were such things as Ordinance 14 of 1845, dealing with malicious prosecutions, the offender being liable to imprisonment for three months, which he might possibly have to undergo. Those were reasons why this case should have been driven home to the man with which it had been. What were the facts which the prosecution had to go upon?

The only solitary fact would which Mr. Pollock's eloquence had turned was that in 1897, on the date of the stamp of the transfer deed in question, John Harper was dead. As a matter of fact the death of John Harper had not been well proved, but assuming for one moment that his death was proved, that fact was the whole of Mr. Pollock's evidence. Mr. Pollock in his apparent anxiety to secure this man's commitment, appeared entirely to have forgotten the beneficial presumption of English law which ran in favour of a prisoner—that he should not be presumed to be guilty of anything until it had been proved against him, and that John Harper did not himself sign that transfer deed before he died, in the presence of Carmichael out of the Colony. That was a perfectly simple explanation of how that transfer deed came into existence. When the scrip was lost with the *Callithump*, the easiest way of letting John Harper's representative have the benefit of the shares was to transfer them into his own name and then transfer them out again when they were wanted.

Mr. Pollock—What about the Stamp Ordinance?

Mr. Slade said Mr. Pollock had forgotten that a document was often brought into the Colony and was stamped after execution. One had heard of many documents being presented at the Stamp Office as having just been brought into the Colony, whereas they might have been in the Colony for months or years, and a stamp was put on as a matter of course. The brother came there and said, "Yes, I think that is John Harper's signature." So far as any evidence went, that was John Harper's signature. There was another way how this thing might have occurred—that Mr. Carmichael had the authority of John Harper to transfer the shares in his own name as security. He did not say it was so, but it might have been so. They had heard from Mr. Archibald Harper how after the death of his brother he assumed the duties of his executor. Was it not perfectly possible and consistent with his evidence that he authorised Carmichael to transfer these shares in his name? Archibald Harper simply said he knew nothing about the transfer. That was the only question he was asked. His learned friend interjected, why did not he ask him? It was through that, in all probability, he had been got at by Hurley. He thought it probable that Hurley had threatened him—had made him afraid to speak the truth. It was not for him to ask the question, but for his learned friend, if he wanted to prove Carmichael's guilt. He might say that that was the most probable explanation as to what actually took place. The only person who could really explain these matters was Mr. Carmichael himself, and his mouth was shut by the devilish ingenuity of Hurley. Hurley knew there was only one man who could speak, and he accordingly brought this charge against him. If his Worship would look at the signature to the transfer and compare it with the writing of Archibald Harper, he thought he would be struck with a very marked resemblance. He had no right to say they were identical, but those two signatures might very well have been written by the same hand, and was that not enough to count that it was so? In dealing with the three points raised by Mr. Pollock, Mr. Slade contended that there was not a title of evidence to show that Carmichael signed the transfer in John Harper's name or that he got it signed by someone else, or that he was the mere writing of a man's name was not in itself forgery, and nobody knew that better than Mr. Pollock. Forgery meant false writing with intent to defraud. The intent to defraud was the essential part of the crime. It was a thing which must be proved up to the hilt, or else there was no crime of forgery. It devolved upon the prosecution to prove intent to defraud. How did they attempt to satisfy this? They attempted to satisfy it in the first place by calling Ritchie, who swore that he paid for these shares in December, 1898, and that from December, 1898, to October, 1899, he kept pressing Carmichael, who kept on exclaiming himself from transferring these shares, and that thereby Carmichael showed an obvious intention to retain the shares for his own use. He submitted that the evidence of Ritchie had most hopelessly broken down. He submitted that the figures 1899 had been altered to 1898 purely and simply for the purposes of that case—for the purpose of trying to get a commitment against an innocent man. The alteration was made at his instigation, or why? They knew not, but he thought they could guess.

His Worship said he had examined the figures through a watchmaker's glass, and he could see distinctly that there was a 9 which had been altered to 8.

Mr. Slade, continuing, said it was perfectly obvious that the money for the shares was paid in 1899, and yet Mr. Ritchie went into the box and swore to it through thick and thin that the money was paid in 1898. Ritchie apparently had no interest, apparently he was a free, independent witness, apparently there by force of subpoena, yet he, beyond a shadow of doubt, must have most deliberately lied in reference to the date on which he paid the money. Mr.

Slade proceeded to ridicule the idea of a man in Mr. Carmichael's position attempting fraud in this kind for the sake of \$100 worth of shares in a company in which he held nine-tenths of the shares, and in conclusion submitted that the case was not one to be sent before a jury, and asked His Worship to discharge the defendant.

His Worship said the defendant was charged under six counts. The first four were under Section 8 of the Larceny Ordinance of 1865 which was taken from the Section 8 of the Larceny Act of 1861. The other two were under the Forgery Ordinance. He said that before the defendant could possibly be convicted under any one of these six counts, it was absolutely necessary that an intent to defraud should be proved. What was the meaning of the words "intent to defraud"? He did not know that he could give a better meaning than that expressed by Chief Baron Pollock, "to defraud means to cheat a person out of something." The story of the prosecution was that ten shares were sold by Archibald Harper to Ritchie on the 22nd December, 1898. After the purchase of the shares Ritchie was constantly pressing that they should be transferred, and that it was not until the 27th October, 1899, that the shares were transferred. To support this allegation Ritchie was put into the box, and he swore absolutely that he had purchased these shares on the 22nd December, 1898. He had examined the figures, and he had no doubt that 1898 had been altered from 1899. The figure was simply altered with the object of trumping up this allegation of intent to defraud. The case, in his opinion, failed entirely. There was no intent to defraud and he therefore found the defendant not guilty on the six counts, and ordered his discharge.

Mr. Slade made an application under section 32 of Ordinance 14 of 1845, which provides for awards being awarded for frivolous information, asking that Hurley should be ordered to pay the costs, but.

His Worship could not see his way to accede to the request, observing that it would be for Carmichael to prove malice.

Mr. H. L. Pollock, Q.C., (instructed by Mr. Mounsey) appeared on behalf of the complainant (Mr. R. C. Hurley), and Mr. M. W. Slade (instructed by Mr. Grist) represented the defendant.

OPINION.

Before Mr. Kemp this morning, a fisherman named Kwok Fat was charged with (1) being in unlawful possession of one and a half tins of prepared opium, not having a valid certificate, (2) being in possession of five tins of opium drugs, without the permission of the opium farmers.

The defendant pleaded guilty to the charges preferred against him, and His Worship inflicted a fine of \$25, or in default of payment, imprisonment with hard labour for three weeks, on the first charge, and on the second charge a fine of \$12 was imposed, or in default, fourteen days' imprisonment with hard labour.

As the fines were not forthcoming, the defendant went to goal for the term of five weeks.

HIGHWAY ROBBERY.

A coolie committed for trial for the offence.

Before Mr. Hazeland this morning, Lo Mun, coolie, stood charged on remand with highway robbery. It appears that a hawker named Yeung Hi was out selling his wares, which consisted of clothing, etc., on Friday the 4th ult. at Stanley, and when on his way back to Hongkong, five men met him on the road and robbed him of \$21 worth of clothing and \$10 in money. They tied him to a tree and left him practically uninjured. Yeung Hi made his way to No. 2 Police Station about 10 o'clock on the Sunday morning following the outrage, and reported to Sergeant Ritchie that he had seen one of the five robbers in the street. The Sergeant went out with the Chinaman and after a short search, they found Lo Mun in an opium den.

Mr. P. J. Buley, (Deputy Superintendent of Police) appeared to prosecute in the case. After hearing the evidence, which lasted nearly the whole of the day, His Worship committed the case for trial at the next Criminal Sessions.

THE POST OFFICE.

Sergeant Kent brought a Chinaman before Mr. Kemp this afternoon for transmitting letters otherwise than through the post. The letters found in his possession were addressed to Canton. A fine of \$50 was inflicted.

AN INTERESTING ARMS CASE.

Case without precedent.

A curious case came up the other day before Mr. Kemp; a certain Chinaman was employed by the police on the 17th of December last to purchase a revolver, which he did from the Ping Kee arms shop, Queen's Road West. This man was summoned for a breach of the regulations in that they failed to enter in the books any particulars of the sale. The revolver was sold to an unlicensed person. The case came up before the magistrate about the 19th December, and the arms shop was fined \$25 for the breach of regulations. They were summoned for not entering the sale in the books, but were convicted for selling to a person not licensed to carry arms.

Now the case before Mr. Kemp arose out of a summons taken out by the Ping Kee arms shop against the man who bought the revolver on the 17th, for carrying arms without a license to carry or possess arms.

Hon. Mr. May (Deputy Superintendent of Police) spoke at short length for the defendant. He put it to His Worship that the case should be dismissed for two reasons. First, the Government had vested in him the powers to carry out the Arms Ordinance, and for Mr. Looker or any private individual to summons another man seemed absurd on the face of it. He had, as Captain Superintendent of Police, employed a man to catch the arms dealer. Was he to be deprived of the opportunity to catch the arms shops because a private person wished to retaliate for such a case and it could or could not be proved? The summons was taken out by the Ping Kee arms shop because the purchaser of the revolver had been the cause of the shop being fined. Secondly, Mr. May put forward that any case, the man was his servant for the time being, as he employed him to purchase the revolver, and he was supplied with the necessary money by the Department to buy the revolver and thereby bring up the case. Mr. May thought it was carrying the thing too far.

Mr. Looker said in answer to Mr. May, as regards the right of prosecution being vested in him, as Captain Superintendent of Police, he took it to be the right of every citizen of Her Majesty Queen Victoria to take up such action as they thought the case warranted. As regards the second point put forward by Mr. May that the defendant was his private servant, that was a point to be raised in defence.

After further argument to-day, during which Mr. Looker asked particularly for a conviction, if only a fine of \$1, His Worship bound over the defendant in the sum of \$25, to appear if called upon.

POLLARD'S LILLIPUTIAN COMPANY.

The above favorite company arrived here last night by the *Kumgang* from Calcutta after an exceedingly calm trip. The little artists dressed in blue costumes look the picture of health. Their residence while in the Colony will be the Hongkong Hotel, where Mr. Haynes will attend to their wants. The number in the company has not, (as is usual) been exaggerated. They number all told, exactly 49. The favorite of the opera among Eastern residents so far have been the Geisha and Belle of New York. The Geisha especially suits the children. The Japanese in their amusements offers great scope for the children. Wun Hi is taken by Master Willie, an aged comedian of 9, whose by-play and antics are said to be extremely funny. Miss Madge Williams, a dot of 16, is simply irresistible as Molly Seagrim, and is the favorite of the company. Another little actress, Miss Agnes Turner, as the French Maid (a long way from home) fascinates all. O'Thunosia San is charmingly portrayed by Miss Alice Bernetto. Mr. Meillon, the musical director, had before he joined Mr. Pollard, just finished an engagement with Mr. J. C. Williamson's "Geisha" and Belle of New York Company.

The Pollard Company, so highly spoken of by the *Asiatic* an extract from which paper we print below, seems to have had rather bad luck in Calcutta, owing to the large number of entertainments going on at the same time. The Carrington Company, who have just left Hongkong, were also somewhat unfortunate here from the same cause. The *Asiatic* says:—

In saying good-bye to the clever Lilliputian Company, leaving Calcutta this week, we must accord the management a very hearty pat on the back for the great luck evinced in the cheerful way in which they have played in the face of fearful odds, and played well too.

Everybody has been to see them, everybody has applauded, it is not the fault of either the public or the Pollard Company if there has been so much going on, all at the same time, that there has been, literally, no room for these clever little people. They have been crowded out, so to speak, but praise be theirs! all the same. They have given, among other pieces, "The Belle of New York," "The Geisha," "The Slavey," all with equal spirit and cleverness.

The young people—always in great demand in winter months in Calcutta—together with children of a larger growth, have been looking forward to a Pollard Performance. Since the powers that be have ordained that this is not to take place, all we can do is to hope that it is a pleasure deferred.

"Happy to meet, sorry to part.
Happy to meet again."

TELEGRAMS TO PEKING.

We have received the following circular from Tientsin:—

In future, all desirous of having their telegrams forwarded and delivered by the lines and offices of the Electric Engineering and Fitting Co., should mark all their telegrams in service remarks of the Preamble "via Poulson."

The Sender of the telegram should be instructed to do this.

This Company built the first commercial land line from Taku to Tientsin during the war, and hold the only existing commercial line from Tientsin to Peking.

The Company's lines are under military protection, and traffic entrusted to them is handled day and night under the supervision of experienced European officers.

"AUTHENTIC NEWS."

McCutchen, of the *Chicago Record*, is one of the genuinely humorous cartoonists of America. Here is a sample of his fun. A very much started gentleman is looking at a bulletin board which sets forth the "latest authentic" news from China. Here is some of the "authentic news":

"Germany, Russia and France will not withdraw or stay. This is official."

"St. Petersburg, 24th September.—Rumoured here that Germany and Li Hung-chang have conspired to overthrow the Chinese government. The rumour is denied."

"Special Dispatch. Urgent: 500 Boers scared to death yesterday at Potteryang."

"The Tsungli Yamen is doing as well as could be expected."

"The Empress is at Ki-yi and still running. Later—She is at Hecho. Later—She is at Lingling."

"The Emperor of Germany, in an interview states that he intends to kill all the Chinese and then demand \$1,000,000,000 indemnity."

"Berlin, 24th September.—The *Tagblatt* Zeitung to-day says that the United States is about to buy China for the purpose of benevolently assimilating the Boxers."

"Prince Tunc joins the concept. Germany immediately withdrew from the cert."

"England and the United States will put the Emperor back on the throne if they can find him and the throne."

"Prince Tuan and Li Hung-chang shake dice to see what becomes of the Empress."

"The Emperor of Germany favours a peaceful settlement."

"Petersburg, 25th September.—The *Czar* confirms the rumour that he does not know whether the Russians will or will not withdraw, whether or not the other powers do or do not withdraw."

"The Russians deny that they looted a Chinese laundry. The French got there first."

WENCHOW.

December 31st.

Things are brightening up here with the close of this awful year, the close of the Nineteenth Century. May the new century, which opens to-morrow, bring in a new era. Yes, things have been looking lively during the last ten days! The two high military officials, Hu Chung-fu and Fan Tung-ling, have been degraded. You will remember these were the two officers who wanted to fire on any foreign gunboat that dared show face in the Wenchow River, and which they only missed carrying out—on H.B.M.'s gallant *Albatross* by the misadventure, in July last.

There's a divinity that shapes our ends, Rough hew them how we will.

A MORE CHEERFUL PROSPECT.

This two officials—and especially Hu Chung-fu, then acting as "Chen-tai"—were largely the cause of the panic in the city here when all the foreigners had to leave the port. Their degradation will go a very long way, we are assured on the native authority, towards quelling the lawlessness of the coast. It is a good sign that the officials in power at Peking and Nanking are beginning at last to exert themselves in earnest on behalf of peace.

M.C. Daily News.

THE KIDNAPPED REFORMER.

According to the *N. C. D. News* the Shanghai Consular Body have sent a letter to the Taotai demanding the restitution of Kung Chiao, who was illegally arrested in the Settlement on the 22nd ult. Our contemporary understands that at so far from being a dangerous conspirator, Kung Chiao is a young student who has not long left Chang Chih-ang's College at Wuchang, and he was arrested in the hope that he would give up the names and addresses of friends of his who are suspected of harbouring revolutionary designs. The Taotai is said to have asked for proofs that Kung was arrested within Settlement limits.

THE CONFIDENCE TRIK.

HOW CHINAMEN WORK IT.

We clip the following from the *North China Daily News*:—

A man was accused, with three others not in custody, of inducing complainant to gamble and cheating him of \$3,600. Inspector Matheson said that two months ago one of accused met complainant in an opium shop in Hsien Road and invited him to a hotel in Fochow Road where complainant was introduced to three other men and told that one of the men was in difficulties through losing about \$1,000 in gambling. He was asked if he could produce that sum, for which five gold bars, placed upon the table, would be given as security. Complainant was employed in a native bank, and the next day he took \$1,300 to the men, when he was induced to gamble and lost the whole. He was asked if he could bring another similar sum, being told he might win back all he had lost. He obtained another \$1,300 and was taken away by the men in a boat to Sina, where he lost that as well. The men, however, returned him \$1,000. All the money he had gambled was stolen from the bank, but his guarantor had refunded it to the bank. The police had been unable to ascertain where the gold bars were obtained. Complainant's mafao had found one of the men, who offered him \$10 in notes and a gold ring to be released. The Assessor asked why the bank did not prosecute. Inspector Matheson replied that as the guarantor had paid the money into the bank they perhaps thought it unnecessary. The Assessor observed that they must do so or lose the money. The whole story told by complainant was a tissue of lies. Inspector Matheson thought there was no doubt 22 years old. The Assessor remarked that the man who induced him was probably only 23 years old. The police must not let this man be plucked, if the men had not won the money from him, no doubt he would have taken it from them. The native bank must take proceedings against complainant for theft. The case was remanded for a week, meanwhile the police to communicate with the bank regarding the prosecution, complainant to remain at the Mixed Court until security was forthcoming.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer 30.159
Thermometer 59.7
Humidity 74
Rainfall 1.545

TO-DAY.

WEATHER REPORT.

Barometer 30.13 30.08
Temperature 64 64
Humidity 82 79
Rainfall 0.05

TO-DAY.

Tuesday, 8th January, 1901.

Chinese—18th of 11th moon of 26th year of Kwang-si.

Sun—Rises 6hr. 43min.
Sets 5hr. 27min.

High water—Morning 6hr. 12min.
Afternoon 10hr. 51min.

Low water—Morning 5hr. 13min.
Afternoon 4hr. 12min.

ANNIVERSARIES.

1785—Gunner of the *Lady Hughes* strangled at Canton.

1840—China decreed against trade with England.

1852—Last one-fourth inch thick at Canton.

1864—Prince Albert Victor born.

1892—Steamer *Namchow* lost off Cup Chi, near Swatow, with loss of nearly 50 persons, including Captain and officers.

1896—Chi Chuan appointed Special Envoy to Russia on a secret mission.

1897—Armed attack on a silk dealer's shop in Winglok Street, \$160 stolen.

TO-MORROW.

Wednesday, 9th January, 1901.

Chinese—19th of 11th moon of 26th year of Kwang-si.

Sun—Rises 6hr. 43min.
Sets 5hr. 27min.

High water—Morning 6hr. 12min.
Afternoon 10hr. 51min.

Low water—Morning 5hr. 13min.
Afternoon 4hr. 12min.

ANNIVERSARIES.

1869—Murder of Mr. Holworthy, at the Peak.

1873—Marriage of the Mikado.

1875—Emperor Napoleon died at Chislehurst.

1888—Admiralty Dock at Kowloon first opened.

1898—River steamer *Kiangwon* sunk at Shanghai.

AGENDA.

TO-DAY.

Grand glove contest at the Theatre Royal.

TO-MORROW.

10 a.m.—A.R. Marty's steamer *Hue* leaves for Pakhoi and Haiphong.

4 p.m.—C.N. Co's steamer *Revenue* leaves for Japanese Ports.

Steamer *Lightning* leaves for Singapore, Penang and Calcutta.

Daylight—D. & Co's steamer *Formosa* leaves for Coast Ports.

Daylight—O.S.K. steamer *Anping Maru* for Swatow etc.

11.30 p.m.—Extraordinary General Meeting of the Hongkong Cotton Spinning Weaving and Dyeing Co., Ltd. at their office.

9 p.m.—The Pollard's Lilliputians at the Theatre Royal.

THURSDAY, 10th.

Cargo ex *Peninsular* subject to rent.

FRIDAY, 11th.

5 p.m.—C.N. Co's steamer *Diamante* leaves for Manila.

4 p.m.—L.C.N. Co's steamer *Yuenching* leaves for Manila.

SATURDAY, 12th.

T.X. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai etc.

9 p.m.—The Pollard's Lilliputian Matinee at the Theatre Royal.

SUNDAY, 13th.

Daylight—O.S.K. steamer *Tamsui Maru* leaves for Coast Ports.

MONDAY, 14th.

Auction at H.M.S. Naval Yard.

3 p.m.—Meeting of the Shareholders of the Wanchai Warehouse and Storage Co. Ltd.

TUESDAY, 15th.

12.15 p.m.—Extraordinary General Meeting of the "Star" Ferry Company at their Office.

WEDNESDAY, 16th.

O.S.K. steamer *Asahi Maru* leaves for Coast Ports.

Noon—C.P.R. steamer *Empress of China* with mails passengers etc. leaves for Vancouver B.C. via Shanghai.

Noon—Meeting of the Shareholders of the China Provident Loan and Mortgage Co. Ltd. at their office of No. 9 Des Voeux Road.

THURSDAY, 17th.

Noon—P.O.S.N. steamer *Chusan* with mails etc. leaves for Europe.

FRIDAY, 18th.

Noon—Extraordinary General Meeting of the Hongkong and Whampoa Dock Co. Ltd. at the Company's Office.

12.15 p.m.—Extraordinary General Meeting of the Hongkong and Whampoa Dock Co. Ltd. at the Company's Office.

SATURDAY, 19th.

Noon—Extraordinary General Meeting of the Hongkong and Whampoa Dock Co. Ltd. at the Company's Office.

SUNDAY, 20th.

11.30 a.m.—Meeting of the Shareholders of the West Point Building Co. Ltd. at the Company's Office.

Noon—Meeting of the Shareholders of the Hongkong Land Investment and Agency Co. Ltd. at the Company's Office.

THURSDAY, 31st.

4 p.m.—E. & A. Co's steamer *Guthrie* leaves for Australian Ports.

THE C. N. Co's steamer *Taiyuen*, will call at Macao on her way to Australia.

The O. S. S. Co's steamer *Kiaryuen*, left Moji yesterday, the 7th inst., and is due in Hongkong on Saturday, the 12th inst.

The N. P. S. Co's steamer *Tacona*, arrived at Tacoma from Japan and Hongkong on the 5th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. *Sandpiper* ... at Kowloon Dock.

S.M.S. *Manchuk* ... " "

U.S.S. *Manchuk* ... " "

Empress of China ... " "

Wilhelmina ... " "

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 11th Jan., at Daylight
KASUGA MARU E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Noon
KAWACHI MARU J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Daylight
IDZUMI MARU J. Cumow	SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 19th Jan., at 4 P.M.
WAKASA MARU J. B. Macmillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 25th Jan., at Daylight
YAWATA MARU A. E. Mores	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 25th Jan., at 4 P.M.
HIROSHIMA MARU S. Yoshizawa	MOJI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan., at Noon
BINGO MARU F. Davies	KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight

* Taking Cargo and Passengers for CANADA and UNITED STATES, transshipping at KOBE, per S.S. "KINSHU MARU," sailing thence on the 1st February, 1901.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th January, 1901.

HAMBURG-AMERIKA LINE.

(Freight Service).

NORDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDENFVARD Pesch	MARSEILLES, HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	12th January, Freight.
SAMBIA Schmidt	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	22nd January, Freight.
SILESIA Bahr	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	9th February, Freight and Passage.
SIBIRIA Braun	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	18th February, Freight and Passage.
PREIBURG Proesch	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	25th February, Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLÖWITZ & Co., Agents. HAMBURG-AMERIKA LINE, NORDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	San Francisco	Saturday, 12th Jan., 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	San Francisco	Thursday, 7th Feb., 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	San Francisco	Saturday, 2nd Mar., 1901, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

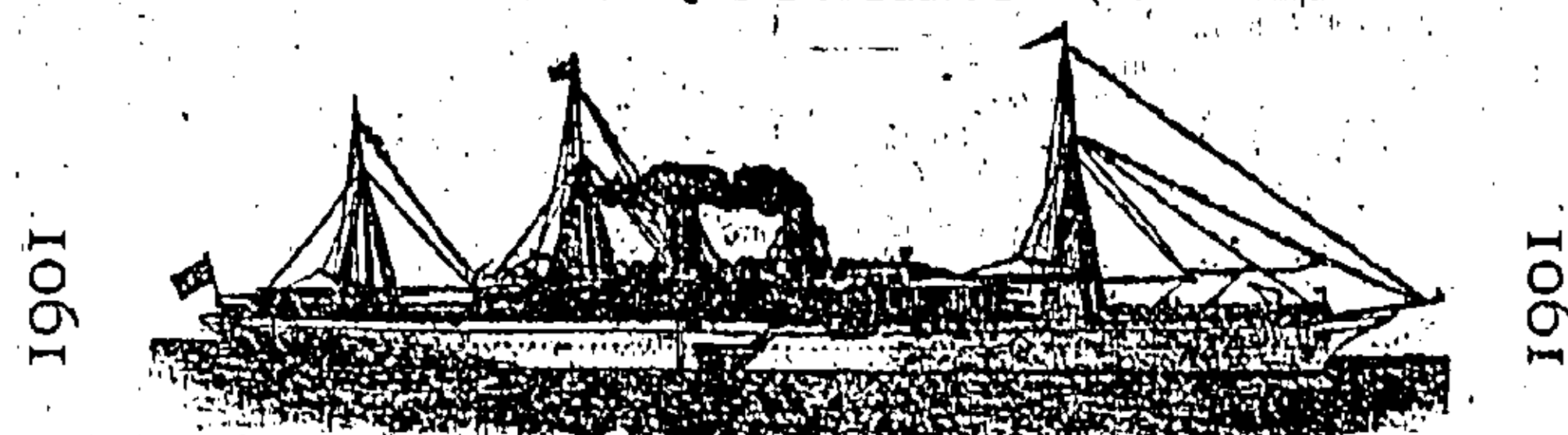
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 18th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 16th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 13th February.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddler's Street.

Hongkong, 19th December, 1900.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS).

THE Steamship

"CHUSAN."

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from Hongkong for BOMBAY, on SATURDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 8th January, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th January, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 19th March, at Noon.

THE Company's Steamship

"COPTIC."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 7th January, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Goodwin	4,421	A. Jackson	Jan. 18
Olympia	2,837	J. Truebridge	Feb. 1
Tacoma	2,811	A. Dixon	Mar. 1

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 2nd January, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES AND CANADA.

THE Steamship

"ADATO."

2,145 tons. Captain J. McIntyre.

This Steamship will be despatched on TUESDAY, the 15th January, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-Engineer until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBORG & Co., Agents.

Hongkong, 17th December, 1900. [1417b]

SAILING VESSEL.

FOR NEW YORK.

THE 3 1/2 L. H. British Bark,

"R. MORROW."

Captain Douglas, having arrived, is now loading here for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBORG & Co., Agents.

Hongkong, 17th December, 1900. [1323b]

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.

FOR.	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	DARDANUS	Stevens	9th Jan., at Noon.
"	RHIFEUUS	Day	22nd January.
"	ALCINOUS		5th February.
LIVERPOOL	ACHILLES	Brown	About 18th January.
(Taking Cargo at LONDON RATES)			
LIVERPOOL			(Taking Cargo at LONDON RATES)

For Freight, apply to

Hongkong, 8th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Ports, TO-MORROW, the 9th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th January, 1901. [47]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports, TO-MORROW, the 9th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 3rd January, 1901. [100]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above TO-MORROW, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd January, 1901. [110]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th January, 1901. [138]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Hasegawa, will be despatched for the above Ports, on SUNDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th January, 1901. [46]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND OKAHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

of the HAMBURG-AMERIKA LINE.

Captain Kech, due here with the outward German Mail about the 11th instant, will leave for the above Places about 24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 7th January, 1901. [22]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd January, 1901. [120]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

THE CAMPHOR INDUSTRY.

The December number of the *Imperial Institute Journal* gives some useful information about the manufacture of camphor and other particulars of the industry. It says:—

Considerable interest has been shown during the last few years in the production of camphor and camphor-oil, partly owing to the increased demand for these products in the arts, and partly as the result of the restricted output of these substances, which was the immediate consequence of the cessation of Formosa, with its extensive camphor forests, to Japan.

Although camphor is still produced in China and Japan, and the cultivation of the camphor tree has been commenced in Florida, yet practically the world's supply of this commodity is derived from Formosa. In this island the distillation of camphor has been carried on from the earliest times by the natives, but in the 18th century the Chinese Government established a monopoly, any infringement of which was visited upon the offenders with savage penalties. In 1720, over 200 people were executed in the island for such offences, and so badly were the aborigines treated that they rebelled, and finally the right of production was declared free, the Government reserving the right of buying all camphor distilled in the island, at a fixed price. This arrangement lasted until the opening of the treaty ports, when European traders refused to recognize the monopoly and began to trade directly with the natives. This procedure was resented by the Mandarins, and much trouble ensued between the Chinese and the Europeans. Finally the monopoly was completely withdrawn in 1868.

Since that time the industry has flourished, and has gradually extinguished camphor production on the Chinese mainland and in Japan. As a natural result of this unrestricted trade, the forests have been worked in such an improvident fashion that they would have been exhausted in a few more years. The restrictions on the output which have so far been the most remarkable feature of the Japanese administration are, therefore, to a certain extent justified by the condition of the forests. The island has now been divided up into six camphor districts, each being controlled from a central office, which issues licences, and fixes the price at which the Administrator will buy camphor in that district. The number of stills licensed has been reduced to 1,400, while formerly 4,000 were said to be continuously employed. The crude camphor bought by the Government is now sent to a central factory at Taipei, where it is pressed free from oil, compressed into cakes and prepared for export.

This preliminary refining ensures the camphor being put on the market in a better condition than formerly. It is not intended at present to make any change in the native method of distillation, although this admits of great improvement, as will be seen from the following short description. A rough oven of loam, clay and stones is first built to a height of about four feet from the ground, in this is placed a quantity of wood, and on the latter a large iron kettle, to which water is continuously supplied from a second vessel provided with a tap. The kettle is surmounted by a cylindrical barrel packed full of small pieces of camphor wood. From the top of the barrel a receiver tube leads to an airtight box used as a receiver. The whole apparatus is carefully luted with clay, and when ready the wood is lighted, and, as a result, steam from the kettle passes up through the camphor wood, carrying with it the volatile oil, which condenses in the long bamboo tube and runs into the receiver. Here the oil separates into a solid part, which is camphor, and a liquid portion, which constitutes crude camphor oil. The latter material still contains from 20 to 30 per cent. of camphor; formerly it was exported to Europe in this state, but now it is sent to Japan, where the valuable camphor is extracted, and the residual oil is sent to Europe. It should be noted, therefore, that the camphor oil now found in commerce is a much less valuable product than formerly. The distillation is chiefly carried on in the interior of the island, and is always liable to interruption from the semi-civilized natives, who also plunder the caravans on their way to the coast, the frequency of such depredations during last year accounting largely for the high price of the substance, which is at present just 100 per cent. greater than before the establishment of the new regime. In addition to restricting the production, the Japanese Government also for a time prohibited the export of camphor, in the hope of forcing up the price with the object of obtaining a certain fixed revenue from the island. It is very doubtful whether this policy will succeed, since already celluloid, the manufacture of which formerly required a great deal of camphor, is now being made with naphthalene as a substitute. Camphor-oil also, which is chiefly used for perfuming common household soaps, will no doubt be replaced by other inexpensive oils if the price increases largely.

It is of interest to note in connection with the rise in the price of camphor, that Messrs. Schummel and Co. have suggested India and Ceylon as suitable countries for cultivating the camphor tree (*Berichte von Schummel*, April, 1896), and they point out that Mr. D. Hooper's investigations show that camphor may be successfully produced in India. This author found that the leaves of a camphor tree grown in the Indian Government plantation at Dacca yielded on distillation in a current of steam, an oil containing 10 to 15 per cent. of camphor, while a second specimen of leaves collected at Nadavaram, on the slopes of the Nilgiris, gave a richer oil containing about 75 per cent. of camphor. This possibility has also been favourably regarded by Dr. Watt (*Dict. Econ. Prod. India*, page 89). That the establishment of plantations of camphor trees would be very profitable is clearly shown by the following statistics, which are those upon which the selling price in Formosa has been fixed by the Japanese Government.

The world's requirement of camphor is estimated at 10,000,000 lb. per annum of this under the new administration, about 5,000,000 lb. will be supplied by Formosa, while about one-third of the whole will be exported from Japan, leaving a diminution on the export compared with 1898 of about 3,600,000 lb.

According to articles in the *Thian Nchi Shimpo*, published in Formosa, the actual cost of the production of camphor is 26-67 yen per picul (about 2.148 cwt. for 133 lb.), the expenses of administration amount to about 28 yen per picul, and the selling price in Hong Kong is 20 yen per picul. The profit accruing to the Government is the difference between the selling price at present, but it is hoped to increase the price so that on the total production of the island a profit of £135,000 will be made per annum.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Anable, H. D.
Adams, A. H.
Aloes, J. W.
Austin, T. P.
Ayles, G. J.
Anderson, H.
Adams, J. D.
Ath, G. P. D.
Allison, W. R.
Ahlmann, H. X.
Andersson, J.
Antberg, R.
Alhadeen, Dr.
Bowie, A. A.
Bell, T. M.
Barnes Coy.
Bush, D. F.
Beddell, L. S.
Boyd & Co.
Bryan, R.
Boad, W.
Bun Heung
Blomfield
Barry, Capt. J.
Bohlin, O.
Baltie, J. J.
Barber, T.
Baites
Barclay, Mrs. T.
Brander, W.
Bund, S.
Beyson, A.
Bliefernicht
Chun Un Fook
Chang King
Cambell, Mr. M.
Craig, Lieut. T.
Coats
Champion, J. F.
Counsell, W. G.
Cockburn, H.
Cowan, H. S.
Collard, J. B.
Cassuland, D.
Callen, F. W.
Chamberlain, F.
Collins, R. A.
Carlyle, E. T. M.
Chan L. Fong
Carr, B. L.
Creggie, J. R.
Cox, Mr.
Chisholm, G. P.
Cambell, W. G.
Cardova, Mrs. F. M.
Cotton, Dr. A.
Cannell, J.
Cooper, F. C.
Cops, Mrs. J. H.
Corah, A. M.
Chevers, W. G.
Clark, Mrs. F. R.
Cocksedge, J. H.
Dittrich, A.
Driess, Capt.
Dade, Mrs.
Davidson
Dupigne
Draper, W.
Drewitt, H.
Dawson, Mrs. P.
Devenport, Dr.
Dunlop
Entrican, Capt. J.
Enrol, Mrs. H.
Evans, J. H.
Emblen, M.
Ellis, Mrs. F.
Feimberg, S. R.
Funge, U. W.
Fowell, P.
Foster, V. F.
Fawcett, G.
Fowler, C. M.
Furlong, R. S.
Fung Kee
Geiss, H.
Gordon, J. C.
Gull, A. H.
Gully, A. M.
Gleeson, R.
Gordon, J. N.
Gradzicki
Gillis, Mrs. G.
Gedally
Geddie, J. L.
Gilling, G. R.
Gillispie, J.
Grinstein, Mrs. B.
Glasson
Gilling, A.
Gulloom, Mrs. S. C.
Geary, G.
Gussy, B.
Hall, W. H.
Hunter, C. G. W.
Hunnaway, J.
Hongkong Amateur
H. C.
Hughes, G. H.
Hearder, E. H.
Hawkmatria
Houston, Miss R.
Herman, G.
Hookway, Miss E.
Harding, C. L.
Hakney, W.
Hart, F. J.
Hansen, C.
Hing, T.
Johnson, J. W.
Jones, G. H. B.
Kolls, Capt.
Knight, Mrs. H.
Krafft, B.
Kennedy, R. J.
Kendrick, R. P.
Kirkwood, A. T.
Kilwood, M.
Klamberg
Kabanunsky, S.
Layns, E.
Lau, C. S.
Lewis, H. W.
Leitas, F.
Little & Co., D.
Lyons, J.
Lyal, Hill
Leaton, Mrs.
Lowe, S. S.
Lustany, R. J.
Lambton, Mrs.
Lopez, Miss E.
Luc
Lange, W.
Luidkong, M.
Lynch, C.
Lyon, C. H.
Lenny, C.
Lambert, W. S.
Lisette, A.

List of Registered Covers in Poste Restante.
Andersen, Capt. H.
F. A.
Attias, T. S.
Ackermann & Co., R.
Aboune, S. A.
Adam, Miss
Aali Khan, Lapi
Abdul Khan
Anthony

Abdul Rahman
Aldry Khan
Ajun Singh
Azzulatos, G. N.
Akal Khan (2)
Butchen Singh
Bagoo
Bagat Singh
Buckie
Brandt, C.
Bakan Singh
Bhagwan Singh (4)
Baksha Singh
Bishen Singh
Brown, G.
Brandt, F.
Bauer, E.
Brown, J.
Budh, Khan (2)
Bull, P. Gallo
Carrington, J. C.
Cadieux, Miss J.
Cotewall, H. R.
Connell, J. J.
Chandi Singh
Coy, C.
Cooper, A. J.
Crisp, Mrs.
Carum Baksh, (Um-
balla)
Commander in Chief.
Calcutta Furl Club.
Gair Road No. 22
Chandar Pal Singh
Counsell, W. G.
Danenberg, E.
Davies, D.
Eldred, Mrs.
Etienne, Gallilo
Eleshal, E.
Evans, Capt. C. H.
Eskell
Earle, Miss S.
Frankel, H.
Filiberto, V.
Fritz Gend, H. C.
(New York)
Fazel Ahmed (2)
Falkenick, S. (2)
Falek, W.
Flores, J. S.
Fox, F. (2)
Forrest, Mrs. A.
Goldenberg, B.
Geoghegan, N. M.
Guria, M.
Giese, A.
Gosselin, Comm.
Ghulan Rasool
Ghulam Singh
Hicks, Col. Chas. B.
Hamstern, Mrs. Geo.
Hooker, Mrs. O.
Herman Singh
Heintz, H.
Hira Singh
Hooper, Mrs. A. F.
Hinton, R. S.
Hakani Din
Hawan Singh
Hoamei (2)
Hollister, G. K.
Hinda Singh
Ibrahim Khan

List of Registered Covers for Merchant Ships.

S.S. Adalo J. C. Renfrew.
" Antio K. Walla.
" Bellerophon K. Morgan.
" Bergenhaus Capt. J. H. Svendsen (2)
" Brand Capt. J. Thomsen.
Ship Buteshire P. M. Clay.
" Buteshire C. Thomson.
S.S. Carthage M. L. Migron.
" Calchas H. C. Beasley.
" Calchas Mr. Carefull.
" Changsha Capt. Tom Moore.
" Dardanus J. Henderson.
" Decima K. R. Raman.
S.M.S. Geyser K. R. Raman.
S.S. Glasgow B. D. Clements, A. B.
" Glenage E. F. Gibson.
" Kirkfield G. Dubren.
" Loodiana Shaik Nazer.
" Mendias J. Ambrose (6)
" Milos A. Hansen (2)
" Minto Abdool Karim Ebrahim.
" Munchen W. Rummel.
Ship Neville Capt. D. Steven.
" Norwood S. Takake.
S.S. Penarth Captain.
" Shantung Capt. Quail.
" Shantung Capt. Kellemund.
" Seachuen Hall Capt. Hall.
Ship Sierra Estrella S. Cruston.
S.S. Sydney A. Lagrange.
" Taiyuan W. Pugh.
" Ulysses H. Weldon (2)
" Ulla M. England.
" Vienna C. Mc Lay.
" Wongkoi C. Schuuz.

Auction.

PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH have received instructions from the Owner to Sell by
PUBLIC AUCTION,
IN ONE LOT,
ON
FRIDAY, the 15th day of January, 1901,
at 3 o'clock P.M., at their
SALES ROOMS,
ALL THAT Piece or Parcel of GROUND
situate lying and being at Victoria, in the
Colony of Hongkong and registered in the
Land Office as INLAND LOT No. 1,096,
together with the Messuage or Tenement
situate in the Buildings thereon known as
"HALLON" BOWMAN ROAD, held from
CROWN for a Term of 999 years from the
25th day of December, 1860.
Total Area 65,819 Square feet, Crown Rent
\$300 per Annum.
For further Particulars and Conditions of
Sale, apply to
Messrs. JOHNSON, STOKES
and MASTER,
Solicitors for the Vendor,
or to
The Auctioneers.

Hongkong, 2nd January, 1901. [7c]

Entimations.

BOOKKEEPER.
WANTED, a GOOD BOOKKEEPER,
must be quick and experienced.
Apply to
ROBINSON PIANO CO.,
LIMITED.
Hongkong, 31st December, 1900. [154b]

Entimations.

ALWAYS TO BE HAD,
KMAS Cakes.
I HAVE just started making FRESH XMAS
CAKES, under my personal supervision.
The Butter used is pure Australian, and the
other ingredients all fresh and best.
The first trial is enough to convince of their
superiority.
Coast Port Orders will be promptly attended to.
H. RUTONJI,
7, D'Aguiar Street and
31 & 47, Bight Road, Kowloon,
Hongkong, 10th November, 1900. [14]

Entimations.

WANTED.
AN ASSISTANT ENGINEER required
for H.M. Dredger "ST. ENOCH" at
Wei Hai Wei. Rate of pay, Ten Shillings
per day, inclusive. Seven days per week and
to include all Overtime, no Provisions found.
Apply to
CHIEF ENGINEER,
Naval Yard.
Hongkong, 4th January, 1901. [27c]

ROBINSON PIANO
CO., LIMITED.

HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS

IRON-FRAMED
PIANOS.

\$215, \$290, \$345, \$400.

HAAKE, METZLER, WERNER.

WE personally searched Germany and
England thoroughly and found nothing
to come near these. They are altogether un-
equalled in the Colony. Please see them before
buying.

Others by

COLLARD, BRINSMEAD, RACHALS.
HIRE PAYMENT SYSTEM,
if required. [26]

AMERICAN MACHINERY.

WE have OPENED a MACHINERY
DEPARTMENT, and are prepared to
Furnish Prices, &c., on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHI-
NISTS' SMALL TOOLS, BUILDERS'
HARDWARE, &c.
Made in AMERICA (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.
REUTER, BRÜCKLMANN & CO.,
Hongkong.
3rd January, 1901. [23c]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHOWANG and all Ports in JAPAN

Agents:
Miki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Oshino Coal Mines.
No. 1, Ohtsui Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kangafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Honkong, 11th December, 1900. [22]

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.
Prepared only by The Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong. [14]

CLARKE'S B. 41 PILLS are warranted to
cure, in either sex, all acquired or con-
stitutional Discharges from the Urinary Organs,
Gravel, and Pains in the Back. Free from
Mercury. Established upwards of 30 years.
In boxes, 4s. 6d. each, of all Chemists and
Patent Medicine Vendors throughout the
World. Proprietors: The Lincoln and Mid-
land Counties Drug Company, Lincoln,
England. [43]

AN APPEAL.

THE SUPERIORITY of the ITALIAN
CONVENT CAINE ROAD, begs, most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cutts
and Collars renewed on old ones.
Ladies' and Children's Under-clothing (in-
dren's dresses, and all kinds of Embroidery;
Materials can be supplied, if required.
The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 21st April, 1892.

Entimations.

THE NEW FRENCH REMEDY.
THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Ricord, Rostan, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious dis-
eases. In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary sym-
ptoms, disease of the bones, sore throat, and all
diseases for which it has been too much a
fashion to employ mercury, sarsaparilla, &c., to
the destruction of the sufferer's teeth and ruin
of health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the
body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early error, excess,
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.

THERAPION may be procured of the prin-
cipal Chemists and Merchants throughout the
world. Prices in England 4/6 and 4/6. In order-
ing, the purchaser should state which of the
three numbers he requires, and observe that the
word "THERAPION" appears on the Govern-
ment Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Hon. Commissioners, and with-
out which it is a forgery.
Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [16]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS GENUINE
H. COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES.
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY &
EVERY KIND OF
SHIPS' STORES AND REQUISITES,
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1900. [13]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.
Sole Agents for CLEMENTS' WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD,
Watson's Building.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition,
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 44 & 46, Queen's Road Central. [12]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public
Generally that I have REMOVED my
Stores, from No. 13 to No. 5, D'AGUIAR
STREET.
H. RUTONJEE,
Hongkong, 27th April, 1900. [14]

DENTISTRY.

SUI SANG,
(Lately Practising with D. I. SAKATA),
DENTIST.
Near, Queen's Road Central,
Hongkong, 3rd January, 1901. [16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c]

SIEN TING,

SURGEON DENTIST.
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [7c]

Entimations.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 2nd March, 1899. [17]

NEW GOODS.

PLENTY
IN
HAND.
D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his new and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1898. [40]

For Nervous Exhaustion

CHAPOTEAU'S
Phosphoglycerate
OF LIME
The modern restoration
of the nervous system.
For neurasthenia, profes-
sional men, teachers, students,
etc., and in debility, sexual
losses, dyspepsia of nervous
origin, etc., etc.
It is readily assimilated and
promotes digestion.
PHOSPHOGLYCERATE SYRUP
(CHAPOTEAU)
PHOSPHOGLYCERATE WINE
(CHAPOTEAU)
PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAU)
8, rue Vivienne, PARIS-FRANCE

NOW READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
HONG KONG
AND THE
FESTIVITIES CONNECTED
THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper
PRICE 30 CENTS.

As only a limited number have been printed
intending purchasers should send their Orders
early, for the issue of this interesting souvenir
will soon be exhausted.
Hongkong, 15th June, 1900.

NOW READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTIONS FOR DEALING
WITH THEM.
BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY
BY
MR. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper,
PRICE 30 CENTS.
Hongkong, 1st June, 1900.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours—
R. MORROW, Brit. Barr. Douglas—Arnold,
Karberg & Co.

UNTOUCHED BY HAND.

MELLIN'S
FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, ST. ALBAN, ENGLAND.

The Share Market.

LATEST QUOTATIONS
(January 5th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	350 % premium [sales]
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited. (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders.	£ 1	\$20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$245 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$51 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 172½ sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$140 sales
Canton Ins. Office, Ltd.	\$ 50	\$145 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$297½ buyers
China Fire Ins. Co., Ltd.	\$ 20	\$84 buyers
Shipping.		
Hongkong, Canton & Macao Steamboat Co., Limited	\$ 15	\$33½ sales
Indo-China Steam Navigation Co., Ltd.	£ 10	\$101 sales
China & Manila S.S. Co., Ltd.	£ 50	\$70 sales
Do. (Preference)	\$ 20	\$30 sales
Douglas Steamship Co., Ltd.	\$ 50	\$47 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£12 buyers
Star Ferry Co., Ltd.	£ 5	£6.15.0 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3.40
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$117
Luxon Sugar Refining Co., Ltd.	\$100	\$39 buyers
Mining.		
Punjom Mining Co., Ltd.	\$ 8	\$4½ buyers
Punjom Mining Preference Shares	\$ 1	\$1 sales and [bu]
Société Française des Charbonnages du Tonkin	Fcs. 250	\$330 sellers
Queen Mines, Ltd.	25 cts.	5 cents
Jebleu Mining and Trading Co., Ltd.	\$ 5	\$6 sales
Raub Allain Gold Mining Co., Ltd.	175. 100.	\$47 sellers
Oliver's Freehold Mines, Ltd.	\$ 5	\$2
Oliver's Freehold Mines, Ltd. B	\$ 5	\$1½
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Preference)	\$ 1	30 cents.
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	587½ % [s]
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$90
Wanchai Warehouse & Storage Co., Ltd.	\$ 37½	\$64
New Amoy Dock Co., Ltd.	\$ 6½	\$21½ sale
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$10
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$199½ sale
Kowloon Land and Building Co., Ltd.	\$ 30	\$28 buyers
West Point Building Co., Ltd.	\$ 50	\$50 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$124 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$82½
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$11.75
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$20 sellers
Ezo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50
International Cotton M'fy. Co., Ltd.	Tls. 100	Tls. 50
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 32
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited	\$500	200 %
La Cemerica, Ltd.	\$500	100 %
Hensiana Limited	\$500	5 % pm
La Favorita	\$500	40 % p
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$19½
China-Borneo Co., Ltd.	\$ 15	\$33
A. S. Watson & Co., Limited	\$ 10	\$15½
Watkins, Limited	\$ 10	\$12½
Hongkong Electric Co., Limited	\$ 10	\$12 b
Hongkong Electric Co., Limited	\$ 5	\$6½ s
Hongkong & Chinese Gas Co., Ltd.	£ 10	\$118
Hongkong Rope Making & Engineering Co., Ltd.	\$ 30	\$170
Gao, Fenwick & Co., Ltd.	\$ 25	\$55
H'kong Ice Co., Ltd.	\$ 25	\$176
H'kong High Level Tramway Co., Ltd.	\$ 500	\$496
Dairy Farm Co., Ltd.	\$ 6	\$7 b
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
Campbell, MacLure and Co., Ltd.	\$ 10	\$20
Bell's Asbestos Existing Agency, Ltd.	£ 1	\$11
United Asbestos Oriental Agency, Ltd.	\$ 4	\$8
Carmichael & Co., Ltd.	\$ 20	\$20
Tebrau Planting Co., Ltd.	\$ 5	\$1
Universal Trading Co., Ltd.	\$ 5	\$5

VISITORS AT THE HONGKONG
HOTEL

ROULETTE

Ackerman, Mr. C.	Katsch, Mr. E. A.
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Bailey, Mr. W. S.	Knight, Mr. J. F.
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Bather, Miss	family
Bell, Mr. and Mrs. O.	Lamb, Capt. M. M.
M. D.	Landon, Mrs. R. S.
Beringer, Mr. F. J. C.	Levi, Mr. A. R.
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Bonner, Mr. E.	Little, Major, W. R.
Bonnet, Mr. F.	Littledale, R.E., Major
Branch, Mrs. B.	R. P.
Brown, Mr. J. W.	Long, Mr. & Mrs. D. M.
Bruce, Admiral and	Maccladney, Dr. J.
Lady, and maid	Mellory, Lt.-Col.
Bruce, Capt. and Mrs.	Mason, Mr. Chas. F.
Buck, Mr. Hart	McLaughlin, Mr. W. F.
Burnie, Mr. C. M. G.	F.
Cameron, Mr. B.	Meek, Capt. and Mrs.
Clark, Dr. Mrs. F.	Meeks, Mr. W. F.
Coler, Mr. H.	Mortensen, Mr. J. C.
Colson, Mr. T. S.	Morton, Major
Conrad, Mr. W. H.	Mould, R.E., Maj. C. F.
Conrad, Mrs. W. H.	O'Brien, Mr. E. M.
Conrad, Miss F.	O'Neill, Mr. and Mrs.
Cowie, Mrs. and Miss	J. J.
Greighton, Mr. J. V.	Ormsby, Hon. R. D.
Cross, Misses M. V. E.	Orr, Mr. R.
Deroche, Mr. P. C.	Orr, Capt. S. G.
Discombe, Mr. G. M.	Parfit, Mr. W.
Dorehill, R.A., Maj.	Passy, Lt.-Col.
Duff, Mr. and Mrs. C.	Pauling, Mr. G.
Drew, Mr. W. L.	Pauling, Mrs.
Dwyer, Mr. L. J.	Pease, Mr. Geo.
Dyson, Capt.-P. S.	Poires, Mr. Horacio
Elderton, Comdr.	Pollard's Opera Coy.
Gibson, Mr. and Mrs.	Porsey, Mr. H. H.
Kennedy	Preshuho, Dr.
Glover, Mr. C.	Reed, Dr. L. P.
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Harrison, Mr. W.	Smith, Mr. D. A.
Hatch, Capt. C. S.	Stevens, Mr. G. R.
Heal, Mr. C. T.	Stevens, Mr. H. Goyen
Hill, Mr. R. L. J.	Stewart, Mr. E. H.
Howard, Mr. Thos.	Taylor, Mr.
Hovkins, Mr. and Mrs.	Wakeman, Mr. G. H.
Hryt, Mr. P. S.	Watts, Mrs.
Johnson, Mr. L. R.	Whiley, Mr.
Jackson, Mrs. J. B. and	Wid, Lieut. and Mr.
child	Bagnall
Joseph, Mr. and Mrs. Williamson, Mrs. J.	
E. S.	

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Collard, Col.	Narston, Mrs. G. M.
Comrie, Mr. A. F.	Nawall, Mr. Stuart
Crookenden, Col.	Oakley, Mr. H. E.
Dann, Mr. G. H.	Oakley, Miss
Ezekiel, Mr. J. S.	O'Gorman, Col. The
Forbes, Mr. Andrew	O'Gorman, Madam
Fraser, Colonel A. R.	Oppenheim, Mr. J.
Graham, Mr. D. M.	Perry, Major
Griffin, Major W. W.	Pollock, Mr. H. E.
R.A.	Scott, Capt. Percy
Harston, Dr. G. M.	Scott, Capt. Percy
Hays, Mr. J.	Sassaman, Mr. J. F.
Hughes, Col. G. A.	Shellim, Mr. Edward
Layton, Mr. B.	Shepherd, Mr. E. B.
Lee, Mr. J. E.	Sinclair, Mr. A.
Mackie, Mr. G. Gordon	Tomin, Mr. G. L.
Martin, Mr. R.	Wheeler, Col.
McCarthy, Mrs., and child	Wheeler, Mr. H. B.

CRAIGIEBURN.

Anderson, Mr. Jas.	Hamilton, Mrs.
Callaghan, Capt.	Prynne, Capt.
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs.	Sharp, Mr. and
Clarke, Capt. A. C.	E. H.
R.N.	Stricker, Mr. A.
Clarke, Mrs.	Volpicelli, Consul
Crouch, Mr. J. W.	Wall, Capt. F.
Hamilton, Lt. Col. H.	

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Franco, Mr. and Mrs.	Nobb, Prof. A. P.
Godchaux, Mr. & Mrs.	Riley, Mr. Joseph
J.	Rondall, Mr. V. P.
Godchaux, Miss J.	Scott, Mr. C. A.
Gomes, Dr. and Mrs.	Shillington, Mr. I.
Gomes, Miss	Thomson, Mr. &
James, Mr. C.	Wittmuss, Capt.
Kenned, Mr. R. J.	

EXCHANGE.

	Hongkong, January
ON LONDON, Telegraphic Transfer	2/0
" Bank Bills, on demand	"
" Credits, 4 months' sight	2/0
" D'tenants, 4 months' sight	2/0
ON BERLIN, (demand)	"
ON PARIS, Bank Bills, on demand	"
" Credits, 4 months' sight	"
ON NEW YORK, Bank Bills, on demand	"
" Credits, 30 days' sight	"
ON HOBDA, Telegraphic Transfer	"
" On demand	"
ON SHANGHAI, Telegraphic Transfer	"
" Private 30 days' sight	"

OPIMUM QUOTATIONS.

Hongkong, January	
New Putna.....	585; pe
New Benares	805
New Malwa	810 pe
Old Malwa	820/830
Persian, paper tied.....	800/820

VESSELS IN PORT.

Steamers.

ANPING MARU, Japanese steamer, 1, Atsumi, 31st Jan., Amoy and Swatow Jan., General.—Mitsui Bussan Kaisha.

ARIAKE MARU, Japanese steamer, 1, Tasaku, 6th Jan., Cutchinotzu and Swatow.—Mitsui Bussan Kaisha.

CHINA, German steamer, 1,113, P. V. Jan., Saigon 31st Dec., Rice, S. & Co.

EMPEROR OF CHINA, British steamer, Archibald, R.N.R., 1,240, 2nd Jan. (B. C.) 5th Dec. and Shanghai 24th and General.—C. P. R. Co.

ETRURIA, British steamer, 1,040, M. 7th Jan., Hongay 31st Jan., Co dine, Matheson & Co.

FLINTSHAM, British steamer, 2,109, 4th Jan., 31st Dec., Coeline Bussan Kaisha.

GARONARE, American transport, 21, Jane, 2nd Jan., Manila 29th Dec.

GOODWIN, British steamer, 2,832, A. Jackson, 28th Dec.—Moji 22nd Dec., Coal.—Dodwell & Co., Ltd.

HACHING, British steamer, 1,267, T. P. Hall, 7th Jan.—Haiphong and Pakhoi 5th Jan., General.—Douglas, Lapnik & Co.

HINSANG, British steamer, 1,536, P. M. B. Lake, 28th Dec.—Java 18th Dec., Sugar.—Jardine, Matheson & Co.

HOIHAQ, French steamer, 532, Merlees, 7th Jan.—Pakhoi and Hoihow 6th January, General.—A. R. Marty.

HOLSTEIN, German steamer, 985, M. Ipland, 3rd Jan.—Manila 31st Dec., General.—Jessen & Co.

HONGKONG, French steamer, 862, Fannier, 6th Jan.—Haiphong 4th Jan., General.—A. R. Marty.

HUB, French steamer, 705, G. Godinan, 7th Jan.—Haiphong and Hoihow 6th Jan., General.—A. R. Marty.

JACOB DIERDERICHSEN, German steamer, 623, A. Rickie, 5th Jan.—Haiphong 3rd Jan., and Hoihow 4th, Rice and General.—Jessen & Co.

KAFONG, British steamer, 1,024, G. W. Pennefather, 7th Jan.—19th 3rd Jan., Sugar and Hemp.—Butterfield & Swire.

LIGHTNING, British steamer, 2,122, J. G. Spence, 2nd Jan.—Calcutta 13th Dec., and Singapore 26th, General.—David, Sassoon Sons & Co.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 6th Jan.—Manila 2nd January, Hemp.—Jardine, Matheson & Co.

LOYAL, German steamer, 1,237, Lorenzen, 4th January.—Saigon 1st Jan., Rice.—Sander, Wieler & Co.

MADUFF, British steamer, 1,882, R. Glegg, 1st Jan.—Moji 26th Dec., Coal.—Dodwell & Co., Ltd.

MAUSANG, British steamer, 1,643, R. Cox, 4th Jan.—Sandakan 29th Dec., Timber.—Jardine, Matheson & Co.

MICHAEL JESSEN, German steamer, 710, J. Jessen, 25th Dec.—Haiphong 15th Dec., and Hoihow 27th, Rice.—Jessen & Co.

MONKSSEWTON, British steamer, 1,776, Davis, 25th Dec.—Moji 25th Dec., Coals.—Order.

NIPON MAKU, Japanese steamer, 3,300, W. W. Greene, 3rd Jan.—San Francisco 6th Dec., and Shanghai 1st Dec., Mails and General.—P. & O. S. N. Co.

NORMANIA, Danish steamer, 1,717, Edw. Eriksen, 6th Jan.—Mororan (Japan) 27th Dec., Coal.—Melchers & Co.

ON SANG, British steamer, 1,787, J. Young, 3rd Jan.—Moji 29th Dec., General.—Jardine, Matheson & Co.

PÄKLING, British steamer, 2,875, E. C. W. Wallat, 25th Dec.—Manila 23rd Dec., Ballast.—U. S. Government.

PAX, Belgian steamer, 1,207, E. Damster, 2nd Jan.—Manila 30th Dec., General.—Malchers & Co.

PEIVANG, German steamer, 897, Köbler, 28th Dec.—Moji 22nd Dec., Coals.—Siemssen & Co.

PENARTH, British transport, 1,939, W. H. West, 7th Jan.—Woosung and Amoy 6th Jan., Ballast.—British Government.

PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 28th Dec.—Bangkok 15th Dec., Rice, &—Butterfield & Swire.

PICCIOLEA, German steamer, 875, E. Huir, 18th Dec.—Chefoo 13th Dec., General.—Meyer & Co.

SAMOA, British steamer, 4,366, Hudson, 23th Dec.—Moji 23rd Dec., Coal.—Dodwell & Co., Ltd.

SHANTUNG, German steamer, 1,315, Remel-mend, 2nd Dec.—Chefoo 16th Dec., General.—Sander, Wieler & Co.

SKARFENO, Norwegian steamer, 1,130, L. Tal-leisen, 4th Jan.—Nagasaki 30th Dec., Flour.—T. M. Stevens.

SRATHARD, British steamer, 2,599, Far-syhl, 2nd Jan.—Kuchinetsu 27th Dec., Coal.—Mitsui Bussan Kaisha.

TAI FU, German steamer, 1,065, E. Schipper, 30th Dec.—Moji 24th Dec., Coal.—E. A. Trading Co.

TAIWAN, British steamer, 1,109, Harder, 31st Dec.—Shanghai 28th Dec., General.—Butterfield & Swire.

TAIYUAN, British steamer, 1,495, R. Nelson, 2nd Jan.—Kobe 28th Dec., General.—Butterfield & Swire.

TARTAR, British steamer, 2,768, G. D. Bowles, R.N.R., 28th Oct.—Vancouver, B.C., and Puget Sound 25th Sept., General.—D. E. Brown.

VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.—Osaka (Japan) 21st Dec., Coal.—H. & A.

WILHELMINA, Dutch str., 2,791, J. de Vries, 18th Dec.—Manila 13th Dec., Ballast.—Order.

Sailing Vessels.

ADOLPH ORBIG, American ship, 1,262, Amesbury, 10th Dec.—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

ASTORIA, British ship, 1,429, J. Thorkelsen, 15th Dec.—Cardiff via Capetown 21st —Sept., Coals.—Carlowitz & Co.

BENJAMIN SEWALL, American ship, 1,362, A. M. Sewall, 23rd Sept.—Fremantle 11th Aug., Sand Wood.—Order.

BUTHERISE, British bark, 1,876, R. Purdie, 13th Dec.—Cardiff 20th July, Coal.—Government.

COMMERCE, American ship, 621, Butenshon, 3rd Jan.—Port Blackley 31st Oct., Lum-ber.—Holiday, Wise & Co.

DUMBLANE, Italian bark, 721, J. Trapani, 20th Oct.—from Fremantle, Sandalwood.—Order.

DUNDEE, British ship, 1,998, Hennring, 14th Oct.—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,926, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept.—Coal.—Government.

NERBUS, German ship, 1,714, Beake, 30th Dec.—Cob 6th Aug, Coals.—Master.

R. MORROW, British bark, 1,156, C. F. Douglas, 4th Dec.—Manila 24th Nov., Dallast-Arnhold, Karberg & Co.

SWANHILDA, British ship, 1,999, Colm Passen, 26th Nov.—New York 14th July, Case Oil.—Standard Oil Co.

THE BRITANNIA MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 8th, 1901

Albatross, despatch vessel, 1,700 tons, to 6th Dec., Capt. G. J. Stewart.

Algerine, supply, 1,050 tons, 6 guns, 1,100 lbs. Comdr. R. H. J. Stewart, Singapore.

Arkona, British tug, 1,100 tons, 16 h.p., 606 inches q.t. guns, Capt. G. Cherry, R.N., Amoy.

Astrae, British 2nd-class cruiser, 4,300 to 7,000 l.h.p., 10 guns, Capt. A. W. Pope, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, Shanghai.

Barfleur, 1st class battleship, 13,000 tons, 13 guns, 13,163 lbs., Captain G. J. S. W.ender, Hongkong.

Bonaventura, 1st class cruiser, 3,000 tons, 10 guns, 9,000 l.h.p., Capt. C. J. G. Sa-

Brisk, British gunboat, 1,770 tons, 6 guns, 5 h.p., Commander Sir R. Bontcher, Hongkong.

Kurikuma, British sloop, 15,000 tons, 14 guns,
Comdr. Capt. J. R. Jellicoe, Woosung.
Sinclair, British ship, 1,740 tons, 8 guns, 2,000 i.h.p.,
Com. C. Winton-Ingman, Shanghai.
British 2nd-class cruiser, 550 tons, 11
guns, 9,600 i.h.p., Capt. Tiltard, Hongkong.
Canton, British cruiser, 7,350 tons, 12 guns,
Comd. G. A. Callaghan, at Hongkong.
Shanghai, torpedo-gunboat, 363 tons, 3 guns,
Comd. Lieut.-Comdr. F. Eluni, Chin-
chiao.
Wing, twin-screw, torpedo-boat destroyer, 360
tons, 6 guns, 5,400 i.h.p., Lieut.-Com. C. P.
Brady Powell, Hongkong.
Oreant, 3rd class gunboat, 455 tons, 4 guns,
3,600 i.h.p., Hongkong.
British battleship, 12,950 tons, 16 guns,
13,500 i.h.p., Capt. L. Wintz, Shanghai.
Chaplain, twin screw, torpedo-boat destroyer,
260 tons, 6 guns, 4,000 i.h.p., Lieut. and
Comdr. G. H. H. Hollo, Hongkong.
Taiwan, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 i.h.p., Lieut. and Com-
r. J. G. Arncliffe, Shanghai.
Junco, British cruiser, 4,360 tons, 10 guns,
Capt. B. S. D. Camming, Shanghai.
Freeman, storeship, 1,640 tons, 800 i.h.p., Com.
H. J. Davison, Hongkong.
British cruiser, 5,650 tons, Capt. G. M.
Henderson, Amoy.
British torpedo-boat destroyer, Lt. and Comdr.
R. G. Corbett, Hongkong.
Zenet, gun-vessel, 750 tons, 2 heavy guns, 4
6-pounders, 870 i.h.p., Commander W. W.
Smythe, Hankow.
British gunboat, 715 tons, Capt. J. C.
Watson, Canton.
Narathon, British cruiser, 1,145 tons, 6 guns,
Capt. Iohn C. M. Field, Bombay.
Chaplain, British cruiser, 1,770 tons, Capt. F. W.
Freeman, Shanghai.
Dando, British cruiser, 5,600 tons, 12 guns,
Capt. J. H. Burke, C.B., Hongkong.
Atter, torpedo-boat destroyer, Lieut. and Com.
H. O. Wilkin, U.S.O., Hongkong.
Racecock, 1st class gunboat, 775 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. C. P. K. Coode,
Hongkong.
Hemiz, British sloop, 1,015 tons, 6 guns,
Comdr. R. G. Fraser, Wei-hai-wei.
Ligny, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,
Singapore.
Hague, twin screw, and class cruiser, 3,600 tons,
8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,
Shanghai.
Flover, 1st class gunboat, 453 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. C. V. de M.
Copper, Shanghai.
Protector, British gunboat, 920 tons, Capt. W.
R. Creswell, R.N., C.M.G., Hongkong.
Redpoll, British gunboat, 855 tons, 6 guns,
Lieut.-Com. C. F. Corbett, Shanghai.
Robin, British river-gunboat, 2 guns, Lieut.-
Com. G. G. Webster, Shanghai.
Rosario, British sloop, 880 tons, 6 guns, Capt.
C. Hamilton, Shanghai.
Sandpiper, British river-gunboat, 2 guns, Lt.
Comdr. Carr, Hongkong.
Snipe, British gunboat, 85 tons, 2 guns, 140
i.h.p., Commander Oldham, Shanghai.
Swift, gun-vessel, 750 tons, 2 heavy guns, 4
6-pounders, 870 i.h.p., Hongkong.
Taku, torpedo-boat destroyer, 250 tons, Lieut.-
Comdr. Philimore, Hongkong.
Tamar, towing ship, 4,600 tons, Commodore
Powell, C.B., Hongkong.
Terrible, British cruiser, 12,300 tons, 30 guns,
25,000 i.h.p., Capt. Percy Scott, C.B.,
Hongkong.
Tweed, coast defence gunboat, 363 tons, 3
guns, 200 i.h.p., in Reserve Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 i.h.p., Capt. W. C. Clarke,
Hongkong.
Wallaroo, British cruiser, 2,460 tons, 8 guns,
7,500 h.p., Capt. A. F. C. Noel, Shanghai.
Waterlily, surveying ship, 620 tons, Lieut.-
Comdr. Hay, Hongkong.
Whiting, twin screw, torpedo-boat destroyer,
360 tons, 6 guns, 6,000 i.h.p., Lieut. and
Comdr. Mackenzie, Hongkong.
Wiweren, coast defence gunboat, 2,750 tons, 4 guns,
1,000 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p.,
Lieut.-Comdr. Watson, Kiukiang.
Woodward, British gunboat, 2 guns, 550 h.p.,
Lieut.-Comdr. H. E. Hillman, Shanghai.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
36, 37 and 38, first-class; and 3 second-class
boats.

Miscellaneous.

Admiral, Portuguese cruiser, 1,800 tons,
Capt. Andrew, Macao.
Aigern, Austrian gunboat, 976 tons, Capt. W.
Weber, Shanghai.
Holland, Dutch cruiser, 8.8 guns, 3,000 tons,
9,250 i.h.p., Captain S.N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns,
1,500 tons, 9,000 i.h.p., Capt. M. V. Eisenan,
Shanghai.
Koningin Wilhelmina der Nederlanden, Dutch
cruiser, 8 guns, 4,600 tons, 5,900 i.h.p.,
Capt. J. P. Rossum, Swatow.
Liberal, Portuguese gunboat, 558 tons, Comdr.
José da Cunha Lima, Macao.
Maria Theresia, Austrian cruiser, 10 guns,
3,000 tons, 9,755 i.h.p., Capt. V. Bless
Ritter v. Sambuchki, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons,
4,735 i.h.p., Capt. Jensen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain
Fonto, Hongkong.
Zenta, Austrian cruiser, 2,500 tons, Captain
Edward Thomann von Montinari, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser,
5,000 tons twin screw, 26 guns, 9,500 h.p.
Captain Lebedeff, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser,
5,000 tons, 26 guns, 9,000 i.h.p., Cap-
tain Vozroiskoff, at Tientsin.
Albatros, Russian gunboat, 810 tons, 8 guns, 1,200
h.p., Captain Eliskey, at Nagasaki.
Bobru, Russian gun-vessel, twin screw, 950 tons,
13 guns, 1,150 h.p., Captain Dobrovolsky,
at Taku.
Dimitri Dostsky, Russian armoured cruiser,
5,803 tons, twin screw, 34 guns, 7,000 h.p.
Comdr. Sharov, at Taku.
Gadamaid, Russian gunboat, 400 tons, twin
screw, 8 guns, 3,500 h.p., Capt. Sererebren-
nikoff, at Taku.
Gremiatisky, Russian armoured cruiser, 1,400
tons, twin screw, 12 guns, 2,000 h.p., Cap-
tain Miklashevsky, at Taku.
Korsetek, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Silmann, at Taku.
Manchour, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Yakovev
at Nagasaki.
Naxarin, Russian battleship, 10,000 tons,
9 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayashid, Russian cruiser, 1,334 tons, 14 guns,
2,500 h.p., Capt. Zarine, at Tientsin.
Osvary, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Copjanoff, at Nagasaki.
Petroparifsky, Russian battleship, 12,000 tons,
Capt. Grevalis, at Japan.
Rossia, Russian armoured cruiser, 12,500 tons,
22 guns, 14,500 h.p., Capt. Demojloff,
Taku.
Sankt Peterburg, Russian cruiser, 1,420 tons,

Russian flagship, 16,900 tons, 21 knots, 12 guns, 500 h.p., Capt. Haupt, at Port Arthur.
Russian gunboat, 14 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Russian battleship, 10,000 tons, guns, 8,300 i.h.p., Capt. Mollas, at Taku.
Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatich, at Nagasaki.
Russian torpedo boat, 69 tons, 20 knots, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Russian torpedo gunboat, 4 guns, 650 h.p., Comd. Molchoumsky, at Nagasaki.
Russian torpedo boat, 20 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulin, at Taku.
Russian cruiser, 1,230 tons, 20 guns, 1,000 h.p., Capt. Shkruft, at Nagasaki.
(1st and 2nd class.)
Russian torpedo boat, 23 tons, 1 gun, 16 knots.
Russian torpedo boat, 87 tons, 4 guns, 270 h.p., 10 knots.
Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Russian torpedo boat, 37 tons, 20 knots.
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 37 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 37 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 140 tons, 16 knots.
Russian torpedo boat, 140 tons, 16 knots.
RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)
Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 22 knots.
Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Duboss.
Flagship of Rear-Admiral Renouff.
THE GERMAN SQUADRON.
German battleship, 10,100 tons, 20 guns, Capt. Zur S. Rosendahl, at Hongkong.
German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.
German battleship, 10,100 tons, 20 guns, 35 guns, Capt. Graf Lotke, at Taku.
German cruiser, 4,109 tons, 12 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.
German cruiser, 6,000 tons, 16 guns, Capt. Polh, at Hongkong.
German despatch-vessel, 2,000 tons, Capt. Rumpold, at Woosung.
German cruiser, 5,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
German gunboat, 900 tons, 10 guns, Comdr. Kinderlingh, at Taku.
German despatch-vessel, 1,000 tons, 10 guns, Comdr. Schuamier, at Shanghai.
German cruiser, 4,200 tons, 8 guns, 2,990 h.p., Capt. Stein, at Tsingtau.
German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gütlich, en Amoy.
German cruiser, 6,000 tons, 16 guns, Capt. Friedrich Wilhelm, at Woosung.
German cruiser, 850 tons, 10 guns, Comdr. Jaehnnhardt, at Taku.
German cruiser, 1,120 tons, 8 guns, Comdr. Gerner, at Hankow.
German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.
German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.
German battleship, 10,100 tons, 20 guns, Capt. Hofmeier, at Amoy.
German battleship, 10,100 tons, 20 guns, Capt. Borkenhausen, at Taku.
German torpedo-boat, 320 tons, Hoepfner, at Shanghai.
German torpedo-boat, 320 tons, v. Pullen, at Hongkong.
German torpedo-boat, 320 tons, Fluinrich, at Shanghai.
Flagship of His Excellency Vice-Admiral von Bismarck.
Flagship of Rear-Admiral Geissele.
Flagship, Rear-Admiral Kirchhoff.
THE FRENCH SQUADRON.
Alouette, gunboat, 200 tons, Lieut. Belloy, at Shanghai.
Bengali, 2nd class despatch-boat, Lt. De La Croix de Castries, at Haiphong.
Classeon *Lavault*, 2nd class cruiser, 3 tons, 9 guns, 18 guns, Capt. Esp. Luc, at Hongkong.
Gunboat, 473 tons, Capt. L. Canton.
Decide, gunboat, 690 tons, Capt. Mare, at Taku.
D'Entrecasteaux, 1st class cruiser, 25 tons, 13,500 i.h.p., Comdr. Marolles, at Taku.
Descartes, 2nd class protected cruiser, 36 tons 631 i.h.p., Captain T. Hongkong.
Eure, despatch-transport, Capt. Va. Saigon.
Frisan, gunboat, 693 tons, Capt. A. Shanghai.
Gutchen, 1st-class cruiser, 9,000 tons, Perem, at Shanghai.
Jean Bar, 1st-class cruiser, 4,500 tons, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 2,200 i.h.p., Capt. de la Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 575 h.p., Frost, at Taku.
Pastor, 2nd class protected cruiser, 42 tons, 9,000 i.h.p., Capt. M. Shanghai.
Surprise, gunboat, 700 tons, 10 guns, Capt. Mornet, at Taku.
Vipere, gunboat, 400 tons, Captain Villeneuve, at Hongkong.
Flagship of Vice-Admiral Courre.
THE AMERICAN SQUADRON.
Albany, U.S. cruiser, 3,500 tons, Comd. Craig, at Hongkong.
Bennington, U.S. gunboat, 1,770 tons, 1,436 h.p., Comdr. C. H. Arnold, kong.
Brooklyn, Flagship, U.S. cruiser, 9,000 tons, Capt. C. M. Thomas, at Taku.
Callao, U.S. gunboat, 137 tons, 2 guns, Lieut. Benbow, at Toppa, at Manila.
Cassia, U.S. supply-ship, 1,370 tons, 8 h.p., Comdr. S. W. Vey, at Shanghai.
Cullum, U.S. supply-ship, 6,428 tons, Lieut. Comdr. N. J. K. Patch, at Concord, U.S. gunboat, 1,700 tons, 6 h.p., Comdr. S. M. Ackley, at Manila.
Culpeo, U.S. supply-ship, 7,000 tons, Comdr. J. W. Carlin, at Manila.

Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p., Lt.-Comdr. D. W. Knox, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Naro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Manadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong.
Monowacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.
Nanshan, U.S. collier, at Manila.
Newark, U.S. cruiser, 4,089 tons, Comdr. McCulla, at Taku.
New York, U.S. cruiser, 4,083 tons, Capt. B. McCullum, at Manila.
Oregon, 1st-class U.S. battleship, 10,288 tons, 16 guns, 17,111 h.p., Capt. G. F. Wilde, at Taku.
Petrel, U.S. gunboat, 802 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwall, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Saluce, U.S. cruiser, 5,000 tons, Comdr. Delmap, at Shanghai.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Yorktown, U.S. gunboat, 1,000 tons, 6 guns, 3,399 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,300 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, 675, Capt. Whitton, Manila.

THE ITALIAN SQUADRON.
Catabria, Italian cruiser, Taku.
Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
Fiermosa, Italian cruiser, Capt. Carlo Negri, Shanghai.
Sturm, Italian cruiser, 3,368 tons, Captain R. Marselli, Hongkong.
Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.
Fatsan, British steamer, 1,435, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Ilankoo, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain —, Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Pak Kong, British steamer,—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.
Hetungshan, British steamer, 1,055 W. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lungshan, British steamer, 141, G. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.
Lungking, British steamer, 141, Ryder,—Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.
Saikong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Kwai Lum, British steamer, D. Bowie,—Kai Hing & Co.
Lit, American lorchas.
Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.
Kutsing, lorchas, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

PORT OF FEE.
A Mail will close:—
For Quong-chow-wan, Hoihow, Pakhoi and Singapore—*Per Hue*, to-morrow, the 9th inst., at 9 A.M.
For Singapore—*Per Dardanus*, to-morrow, the 9th instant, at 10 A.M.
For Haiphong, *Per Hongkong*, to-morrow, the 9th instant, at 10 A.M.
For Yokohama—*Per Ariake Maru*, to-morrow, the 9th instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—*Per Princess Irene*, to-morrow, the 9th instant, at 11 A.M.
For Singapore, Penang and Calcutta—*Per Lightning*, to-morrow, the 9th instant, at 2 P.M.
For Nagasaki, Kobe and Yokohama—*Per Benvenue*, to-morrow, the 9th instant, at 3 P.M.
For Shanghai—*Per Emma Luyster*, to-morrow, the 9th instant, at 3 P.M.
For Cebu and Iloilo—*Per Kaifong*, to-morrow, the 9th instant, at 3 P.M.
For Chefoo—*Per Babelsberg*, to-morrow, the 9th instant, at 4 P.M.
For Swatow and Shanghai—*Per Lienshing*, on Thursday, the 10th instant, at 11 A.M.
For Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—*Per Taiyuan*, on Thursday, the 10th instant, at 3 P.M.
For Moul, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—*Per Tartar*, on Thursday, the 10th instant, at 5 P.M.
For Kobe—*Per Onagwa*, on Friday, the 11th instant, at 11 A.M.
For Manila—*Per Loongsang*, on Friday, the 11th instant, at 3 P.M.
For Manila—*Per Yuensang*, on Friday, the 11th instant, at 3 P.M.
For Singapore—*Per Dewonshire*, on Friday, the 11th instant, at 3 P.M.
For Manila—*Per Diamante*, on Friday, the 11th inst., at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—*Per Nippon Maru*, on Saturday, the 12th instant, at 11 A.M.
For Singapore, Penang and Bombay—*Per Bisagwa*, on Saturday, the 12th instant, at 11 A.M.
For Takao and Taiwanfoo—*Per Etiqua*, on Saturday, the 12th instant, at 2 P.M.

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